

INFORMATION REPORT

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CD NO. 45,000

COUNTRY Poland

DATE DISTR. 18 September 1953

SUBJECT Observations Made En Route to and at Gdansk-
Nowy Port (Danzig-Neufahrwasser) Harbor

NO. OF PAGES 7

PLACE
ACQUIRED

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NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO.

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25X1 1. [] ship entered and left Danzig-Neufahrwasser harbor on 29 and 30 May 1953. []
25X1 [] the number of sentries posted in the harbor area had been con-
25X1 siderably increased and was larger than ever before. []
25X1 [] five uniformed men who, in addition to the usual two officers and twenty
25X1 men, participated in the searching of the vessel, were ensigns of the frontier guards.
25X1 On 6 July 1953, when, on arrival, [] ship was searched by three officers and thirty-
25X1 six other men, [] the searching personnel was increased to rush the
25X1 searching formalities. On 21 and 29 June 1953, searching was again effected as usual
25X1 by two officers and about 15 frontier guard men.

25X1 2. On entering Danzig-Neufahrwasser on 29 May 1953, [] "Nowy
25X1 Port" leading buoy until Finnish merchant ship OESTERBOTTEN had passed the jetty
heads outgoing, as the harbor entrance to Danzig-Neufahrwasser could not be navigated
by two ships at the same time. Expansion work on this entrance was under way. 1

25X1 3. At about 5:15 p.m. on 29 May 1953, a total of about 50 soldiers and three officers
25X1 were observed on the slope of the Weichselmuende side river bank about 400 meters
down-river from the hog loading shed. Some of the soldiers held up long battens
with cardboard figures at their ends, one of which was a tank. The officers wore
25X1 green cap ribbons like the frontier guards who searched source's ship. []
25X1 [] the whole was a field exercise. On 16 June 1953, heavy rifle and machine
gun fire, coming from the direction of Westerplatte, was heard all day. There were no
reports of heavy guns.

4. At 6 a.m. on 6 June 1953, a unit of 26 firemen in olive-green khaki uniforms were hold-
ing exercises near the fire station on the Neufahrwasser bank of the channel downstream
from the fuel depot. They marched past a fire service officer who took the salute. On
18 June 1953, about 30 firemen were seen holding an exercise. Their equipment included
a motor fire engine and two portable pumps, each drawn by four men. At the beginning of
the exercise extinguishing foam from the fire engine was sprayed, and subsequently
changed over to water. When the two pumps were put into operation, each was connected up
to a suction hose to pump water from the Vistula River. Two firefloats tied up to a
small landing stage did not participate in the exercise.

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5. At 8:20 p.m. on 20 June 1953, an auxiliary warship, about 2,000 GRT, was seen on a westerly course 10 seamiles from the coast in a position Stilo (54°47' N/ 17°44' E) bearing 190 degrees true. This vessel was met again at 1:45 a.m. on 22 June 1953, on a southeasterly course three seamiles off in a position Heister-nest (Jastarnia) (54°42' N/ 18°41' E) bearing 270 degrees true. She passed about 200 meters [redacted] was painted gray, had one smokestack amidships and two guns on the foredeck. No other details could be made out because of darkness. 2
6. At 11:45 p.m. on 28 June 1953, a fleet of nineteen warships lying in a long row and brightly illuminated were seen off Gdynia. The first ship in the row was a large single-stack warship, while a merchant ship-type vessel was moored at the end. Two submarines and some large minesweepers and motor minesweepers also were observed. A Polish longshoreman in Danzig stated that two Polish admirals had been inspecting Polish warships on the occasion of a naval festivity on 28 June 1953.
7. [redacted] ship was on the prescribed swept channel 1, on the stretch between Gdser Rev lightship and Position 7a, several detonations coming from abeam from Warnemuende, were heard. [redacted] they were either reports of heavy guns or were caused by blasting operations. Three to six of these reports were heard at 5:35 a.m., 5:50 a.m., 6:20 a.m., 7:05 a.m., 7:33 a.m., and 7:40 a.m.
8. Merchant ships met at sea or in the Danzig-Neufahrwasser harbor on the six voyages from the Kiel Canal to Danzig-Neufahrwasser and vice versa during the period from 28 May to 1 July 1953 included:

Ship's Name	Nationality	Position	Date	Remarks
OESTERBOTTEN	Finnish	Danzig outgoing	29 May, 5 p.m.	
MARCHLEWSKI	Polish	Danzig-Neufahrwasser	29 May and 30 May	took on rails 7 to 10 meters long
SKERN	Danish	Danzig outgoing	29 May, 6 p.m.	deck cargo, timber
undetermined	USA	gas buoy HL 1	30 May, 7 p.m.	ship of the Moore-Mc Cormack-Lines
RYSY	Polish	20 seamiles east-northeast from position 5, Channel 55	31 May, 3 p.m.	ship steering 6 degrees true, carried full cargo
LUBLIN	Polish	Position 5, Channel 55	31 May, 5:30 p.m.	full cargo, steering east-northeastly course
STALINGRAD	USSR	Position 14, Channel 1	31 May, 7:30 p.m.	on northeasterly course
LECH	Polish	Position 14, Channel 1	31 May, 7:40 p.m.	full cargo, on southwesterly course
DURANA (?)	USSR	Position 5, Channel 55	5 June, 4:45 a.m.	lumber deck cargo, southwesterly course
PREZYDENT GOTTWALD	Polish	off Christiansoe	5 June, 0:30 p.m.	easterly course
OTTO SCHMIDT	USSR	Hela gas buoy HL 2	6 June, 3:45 a.m.	full cargo, easterly course

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lighter OMEGA	USSR	Danzig-Neufahrwasser	6 June, 0:40 p.m.	full cargo, left Neufahrwasser
NAREW	Polish	Neufahrwasser	6 June, 1 p.m.	full cargo, left
NAJADEN	Finnish	Neufahrwasser	6 June, 5 p.m.	left in ballast, put into Weichsel- muende coal harbor
PANTELLS	Greek	Weichselmuende, coal harbor	12 June	
STALOWA WOLA	Polish	Weichselmuende, coal harbor	12 June	
NAJADEN	Finnish	Weichselmuende, coal harbor	12 June	
MARINA	Finnish	Weichselmuende, coal harbor	12 June	left in ballast at 11 a.m.
lighter ARCHA	USSR	Weichselmuende, coal harbor	12 June	took on about 1,500 tons of hard coal
PEREKOP	USSR	Weichselmuende, coal harbor	12 June	
KRYMOV	USSR	Position 5, Channel 55	13 June, 8:30 p.m.	east-northeasterly course, carried cargo
STANFIRTH	British	Danzig-Neufahrwasser	14 June, 3:30 p.m.	left
MICKIEWICZ	Polish	Danzig-Neufahrwasser	14 June, 6 p.m.	left in ballast
YVONNE	Finnish	Danzig-Neufahrwasser	14 June, 7 p.m.	left in ballast
trawler KURGAN	USSR	Danzig-Neufahrwasser	15 June, 7 p.m.	put in with cargo
NAREW	Polish	Danzig-Neufahrwasser	15 June, 7:20 p.m.	put in in ballast
GALLA	Norwegian	Danzig-Neufahrwasser	17 June, 3:30 a.m.	left in ballast
SARLEN	Swedish	Danzig-Neufahrwasser	18 June, 4:20 p.m.	put in in ballast
PEREKOP	USSR	Danzig-Neufahrwasser	15 June, 11:30 a.m.	left in ballast
MARIENBERG	Finnish	Danzig-Neufahrwasser	15 June, 6 p.m.	left in ballast
SURTE	Dutch	Danzig-Neufahrwasser	16 June, 2:30 p.m.	left with lumber cargo
BEIGRANO	Norwegian	Danzig-Neufahrwasser	18 June, 9:30 a.m.	left

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WARMIA	Polish	Position 7a, Channel 1	19 June, 9 p.m.	westerly course, in ballast
SZCZECIN	Polish	Scholpin, 170 degrees true	20 June, 5:45 p.m.	the SZCZECIN, a recently completed ship was in tow of a tug on a westerly course
MARACAIBO	Panama	Leading buoy N.P.	21 June, 3 a.m.	carried full cargo, riding at anchor near the leading buoy
ONEGA	USSR	Leading buoy N.P.	21 June, 3 a.m.	lighter with cargo riding at anchor
STANFIRTH	British	Danzig-Neufahrwasser	21 June, 10:10 a.m.	left in ballast
Ferry vessel OLYMPIA	Polish	Danzig-Neufahrwasser	21 June	left +
Ferry vessel PANNA WODNA	Polish	Danzig-Neufahrwasser	21 June	put in +
Ferry vessel JAS	Polish	Danzig-Neufahrwasser	21 June	left +
Ferry vessel GRAZIA	Polish	Danzig-Neufahrwasser	21 June	left +
+ These ferry vessels carried passengers, presumably excursionists				
SALTA	Norwegian	Danzig-Neufahrwasser	21 June, 9:30 p.m.	left in ballast
WISLA	Polish	Danzig-Neufahrwasser	21 June, 11:30 a.m.	left with deck cargo of coal
GISELA OLDENDORFF	German	Danzig-Neufahrwasser	21 June, afternoon	put in
FANNY	Finnish	Danzig-Neufahrwasser	21 June, 6 p.m.	left with cargo of coal
SEVAN	USSR	Danzig-Neufahrwasser	21 June, 6:50 p.m.	left with full cargo
GRUVA (?)	USSR	Position 2, Channel 55	27 June, 8:30 p.m.	carried cargo, steering southeasterly course
Lighter AEGNA	USSR	Danzig-Neufahrwasser	29 June, 8:10 a.m.	left with cargo
Tug KONRAD	Polish	Danzig-Neufahrwasser	29 June, 8:20 a.m.	left with cargo, stack mark P.B.C. with a green ring
Ferry vessel OLYMPIA	Polish	Danzig-Neufahrwasser	29 June, 9 a.m.	left port and re- turned at 4:35 p.m.
KOMITEN	Swedish	Danzig-Neufahrwasser	29 June, 10 a.m.	put in in ballast being in tow of one Swedish and two Danzig tugs

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Tug TARPAN	Polish	Danzig-Neufahrwasser	29 June, 11:45 a.m.	put in
NOWA HUTA	Polish	Danzig-Neufahrwasser	29 June, 11:35 a.m.	put in in ballast
ELBLAG	Polish	Danzig-Neufahrwasser	29 June, 6 p.m.	shifter berth to the quay facing Westerplatte
VELI RAGNAR	Finnish	Danzig-Neufahrwasser	29 June, 6:30 p.m.	left with cargo
SIGNY	Finnish	Danzig-Neufahrwasser	29 June, 7:35 p.m.	put in

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Comment. For sketch of harbor entrance, see Annex 1.

Comment. This vessel probably was Polish auxiliary ZETEMPOWIEC. For sketch of the auxiliary, see Annex 2.

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Comment. Ship names which could not clearly be determined were given quotation marks.

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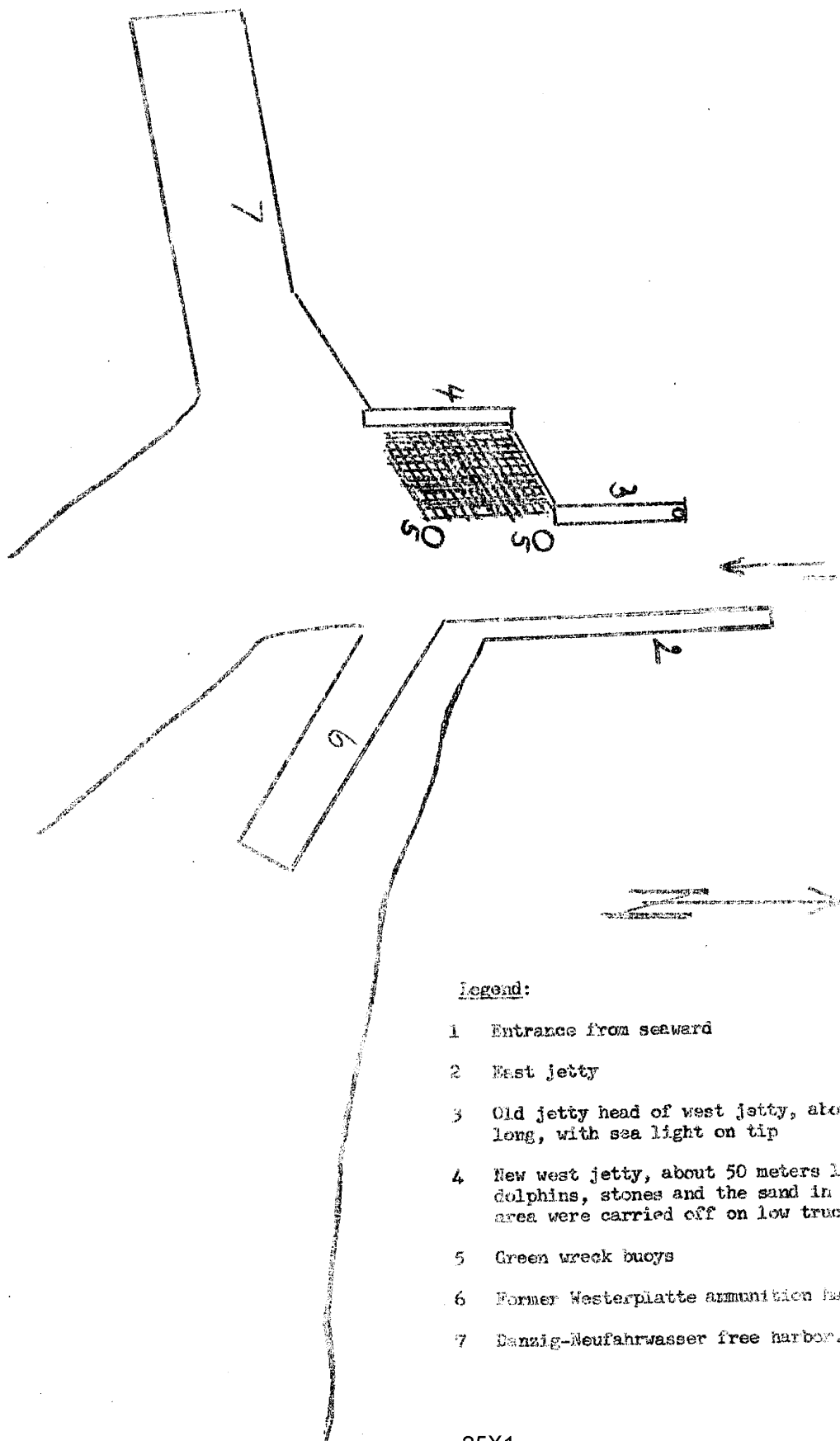
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Sketch of Harbor Entrance to Danzig-Neufahrwasser

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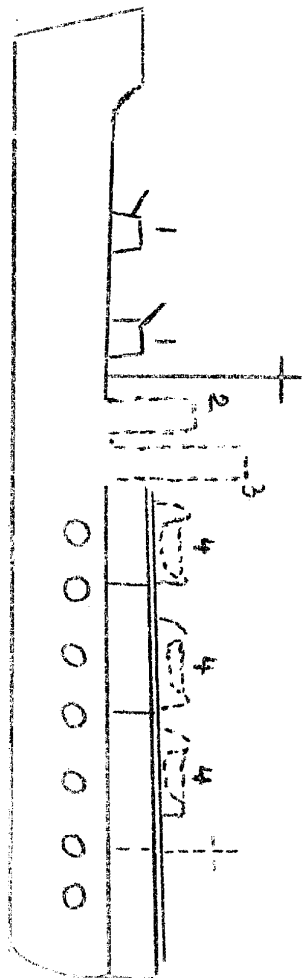
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Auxiliary Warship



Legend:

- 1 Guns on foredeck
- 2 Bridge
- 3 Smokestack
- 4 Lifeboats.

The dotted lines indicate contours which could not clearly be identified because of darkness.

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